FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2005-15

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2005-01

2004-26-09		Rolls-Royce Corporation	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, 250-C20, -C20B, -C20F, -C20J, -C20S, and -C20W Series Turboprop and Turboshaft
2004-26-11		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, 430
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1, (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99,, A99A, B99, C99
2005-01-10	S 74-06-01	The New Piper Aircraft, Inc	PA-23-235, PA-23-250, and PA-E23-250
2005-01-11		Pilatus Aircraft Ltd.	PC-12 and PC-12/45

Biweekly 2005-02

98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-14	S 2002-21-16	Bombardier-Rotax GmbH	Engine: 912 F, 912 S, and 914 F Series Reciprocating
2005-01-17	S 98-03-14	EXTRA Flugzeugbau GmbH	EA–300 and EA–300/S
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC–12F), B200C (UC–12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders
2005-02-01		The Lancair Company	LC40–550FG and LC42–550FG

Biweekly 2005-03

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C–12F), B200C (UC–12F), B200C (UC–12M), B200CT, 300, B300C, and B300C
2005-02-11	COR	Gippsland Aeronautics Pty. Ltd.	GA8
2005-03-04		Pacific Aerospace Corp., Ltd.	750XL

Biweekly 2005-04

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-07		Bell Helicopter Textron Canada	Rotorcraft: 407
2005-03-08		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, D1, and EC130 B4
2005-03-09		Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2005-03-10	S 2002-08-54	Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, and 230
2005-04-09	S 2004-26-11	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

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Biweekly 2005-05

2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-10		General Electric Company	Engine: CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and "402 turboshaft
2005-04-16		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-05-51	E	Cessna Aircraft Company	402C and 414A
2005-05-52	E, S 2005-05-51	Cessna Aircraft Company	402C and 414A
2005-05-53	E	Cessna Aircraft Company	172R, 172S, 182T, and T182T
2005-05-53 R1	E, R, S 2005-05-53	Cessna Aircraft Company	172R, 172S, 182T, and T182T

Biweekly 2005-06

2005-05-14		Eagle Aircraft (Malaysia)	Eagle 150B
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-06-01		Eurocopter France	Rotorcraft: EC 155B and EC 155B1

Biweekly 2005-07

2005-05-52	FR, S 2005-05-51 and 2000-23-01	Cessna	402C and 414A
2005-05-53 R1	R, 2005-05-53	Cessna	172R, 172S, 182T, and T182T
2005-06-13	S 99-0602	Fairchild Aircraft, Inc.	SA226-AT, SA226-TC, SA226-T, SA226-T(B), SA227-TT, SA227-TT(300), SA227-AC, SA227-AT, SA227-BC, and SA227-CC/DC
2005-07-01		Cessna	208 and 208B

Biweekly 2005-08

83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-07-01	COR	Cessna	208 and 208B
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: Model 312 Seats

Biweekly 2005-09

2005-08-06		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-07		Pilatus Aircraft Limited	Sailplane: B4-PC11, B4-PC11A, and B4-PC11AF
2005-08-12		Centrair	Glider: 101, 101A, 101AP, and 101P
2005-08-13		Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-800B
2005-08-14		LET a.s.	Sailplane: Blanik L-13 AC
2005-09-51	E	Turbomeca S.A.	Engine: Arrius 2F Turboshaft

Biweekly 2005-10

2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel regulator shutoff valve
2005-08-06	COR	Centrair	Glider: 101 Series
2005-09-05		Eurocopter France	Rotorcraft: EC120B
2005-09-06		Agusta S.p.A.	Rotorcraft: A119
2005-09-07		Agusta S.p.A.	Rotorcraft: A109E

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Biweekly 2005-11

2005-09-51	FR	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2005-10-12		Schweizer Aircraft Corporation	Rotorcraft: 269C, C-1, and D
2005-10-13		Rolls-Royce Corporation	Engine: 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft
2005-10-14	S 2004-01-51	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2005-10-23		DG Flugzeubau GmbH and Glaser-Dirks Flugzeubau GmbH	Glider:DG-500MB and DG-800B
2005-10-24	S 2003-14-20	AeroSpace Technologies of Australia Pty. Ltd.	N22B, N22S and N24A
2005-11-01		Turbomeca S.A.	Engine: Arrius 1A turboshaft

Biweekly 2005-12

2005-11-05		Precise Flight, Inc.	Appliance: Standby vacuum system (SVS)
2005-11-06		Pilatus Aircraft Ltd.	PC-12 and PC-12/45
2005-11-07		Extra Flugzeugproduktions-Und Vertriebs-GmbH	EA-300, EA-300S, ES-300L, and EA-300/200
2005-11-08		GROB-WERKE	G120A
2005-12-01		Agusta S.p.A.	Rotorcraft: A109E
2005-12-02	S 98-10-12	Revo, Incorporated	Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, and Lake LA-4-200
2005-12-51	E	Rockwell International and Autair Ltd.	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G

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2005-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-08		Turbomeca S.A.	Engine: Arrius 2 B1, 2 B1A, 2 B1A-1, and 2 B2 turboshaft
2005-12-09		Grob-Werke	G120A
2005-12-12	S 79-10-15	Cessna Aircraft Company	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-13	S 2005-05-52	Cessna Aircraft Company	402C and 414A
2005-12-20		The Lancair Company	LC41-550FG
2005-12-51	FR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-13-01	S 2004-18-01	Hoffmann Propeller GmbH & Co KG	Propeller: HO-V343 and HO-V343K
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-09		GROB-WERKE	G120A
2005-13-10		Cessna Aircraft Company	172R, 172S, 182T, T182T, 206H, T206H
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-12		Air Tractor, Inc.	AT–300, AT–301, AT–302, AT–400, and AT–400A, AT–401/AT–402, AT–602, AT–802 and AT–802A
2005-13-13		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2005-13-16	S 93-24-14	The New Piper Aircraft, Inc.	PA-34-200, PA-34-200T, and PA-34-220T
2005-13-17		Agusta. S.p.A.	Rotorcraft: AB412 Series
2005-13-23	S 2003-18-03	Eurocopter France	Rotorcraft: EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2005-13-25		Turbomeca S.A.	Engine: Arriel 2B

Biweekly 2005-14

2005-12-12	COR	Cessna	401, 401A, 401B, 402, 402A, 402B, 411, and 411A
2005-12-20	COR	Lancair Company	LC41-550FG

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AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2005-15

2005-12-51	COR	Rockwell International	AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G
2005-14-11		Hartzell Propeller, Inc., McCauley Propeller, Sensenich Propeller	Propeller: See AD
2005-14-12		Hartzell Propeller	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B3MN-3, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, HC-B4MP-3, HC-B4MP-5, and HC-B5MP-3

BW 2005-15

ROCKWELL INTERNATIONAL
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

CORRECTION: [*Federal Register: July 11, 2005 (Volume 70, Number 131); Page 39651-39652; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-12-51 Rockwell International (Aircraft Specification No. A-2-575 previously held by North American and recently purchased by Boeing) and Autair Ltd. (Aircraft Specification No. AR-11 previously held by Noorduyn Aviation Ltd.): Amendment 39-14144; Docket No. FAA-2005-21463; Directorate Identifier 2005-CE-30-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on June 23, 2005, to all affected persons who did not receive emergency AD 2005-12-51, issued June 8, 2005. Emergency AD 2005-12-51 contained the requirements of this amendment and became effective immediately upon receipt.

Are Any Other ADs Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Models AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G airplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of a report of a Rockwell International Model SNJ-6 (AT-6F) airplane crash that occurred on May 9, 2005, resulting in two fatalities. We are issuing this AD to detect and correct cracking in the wing spars before the cracks grow to failure. Such a wing failure could result in the wing separating from the airplane with consequent loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Perform a fluorescent penetrant inspection of all inboard and outboard, upper and lower wing attach angles (except for the nose angles) of both wings for cracks. Replace the angles as necessary.	(i) Initially inspect before further flight after June 23, 2005 (the effective date of this AD), unless previously done within the last 10 hours time-in-service (TIS), except for those who received emergency AD 2005– 12–51, issued June 8, 2005. Emergency AD 2005–12–51 contained the require-ments of this amendment and became ef-fective immediately upon receipt. (ii) Repetitively inspect thereafter every 200 hours TIS. (iii) Replace angles as necessary prior to fur-ther flight after the inspection where cracks are found.	Follow the Appendix to this AD.
(2) *For all airplanes:* Report to FAA the results of the initial inspection required by paragraph (e)(1) of this AD even if no damage is found and even if the inspection was previously done. The Office of Management and Budget (OMB) approved the information collection re-quirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 and those fol-lowing sections) and assigned OMB Control Number 2120–0056.	Within 7 days after the inspection required by paragraph (e)(1) of this AD or within 7 days after June 23, 2005 (the effective date of this AD), except that this action was already required upon receipt for those who re-ceived emergency AD 2005–12–51.Therefore, those who sent in a report through emergency AD 2005–12–51 do not have to resend that initial report.	Send the form (Figure 1 of this AD) to FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; facsimile: (562) 627– 5210. E-mail: *fred.guerin@faa.gov.*
(3) You may operate the airplane to return/posi-tion the airplane to a home base, hangar, maintenance facility, etc., for the purpose of doing the inspection required by this AD pro-vided you follow the limitations in paragraph (f) of this AD.	You may operate the airplane up to 10 hours TIS provided the flight(s) occur(s) no later than 30 days after June 8, 2005. This is a one-time provision.	Not Applicable.
(4) Special flight permits are allowed for this AD. See paragraph (f) of this AD for restric-tions.	Use the procedures in 14 CFR part 39 and the restrictions in paragraph (f) of this AD.	Not Applicable.

Wing Attachment Angle Inspection Report for:

Models AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, And T-6G Airplanes

Date:_____

Model of aircraft:_____

Aircraft serial number:_____

Aircraft registration number:_____

Hours on airframe (report known or estimated):_____

Cracks found (yes or no):_____

If yes, describe number of cracks, length, location, which angle it occurred (use another sheet if necessary: _____

_____

Type of operation of aircraft (aerobatic, non-aerobatic, for hire, etc.)_____

Address and phone number at aircraft location (FBO or local contact)_____

_____

_____

Name, address, and phone number of aircraft owner (if different from local contact):

_____

_____

_____

Send to: Fred Guerin, ANM-120L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
3960 Paramount Blvd
Lakewood, CA 90712
E-mail: fred.guerin@faa.gov
Facsimile: (562) 627-5210

Figure 1.

What Are the Flight Restrictions Specified in Paragraphs (e)(3) and (e)(4) of This AD?

(f) During the time allowed before compliance with the initial inspection required by paragraph (e)(1) of this AD, or for any approved special flight permit, you must adhere to the following limitations:

(1) Acrobatic maneuvers are prohibited.

(2) Flight into known or forecast moderate or severe turbulence is prohibited.

(3) Day visual flight rules (VFR) operation only.

(4) Single pilot operation only (Passengers prohibited).

May I Request an Alternative Method of Compliance?

(g) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance or for further information about this AD, contact Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; telephone: (562) 627-5232; facsimile: (562) 627-5210; e-mail: fred.guerin@faa.gov.

Where Do I View the AD Docket?

(h) To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2005-21463.

Issued in Kansas City, Missouri, on June 14, 2005.
John R. Colomy,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

Appendix to AD 2005-12-51

Wing Attachment Angle Inspection for: Models AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, Harvard (Army AT-16), SNJ-7, and T-6G Airplanes

Procedures:

(1) Remove all outboard wing attach angle covers.

(2) Support outboard wing on appropriate stands to relieve the weight on the wing attach bolts.

(3) On the upper wing attach angles, except for the forward and aft five bolts on the angle, remove all of the through bolts that attach the outboard wing (Do not remove bolts in the nose angle).

(4) Remove all paint down to the bare metal using solvent on outer surface of affected angles. Do not sand or use media blasting or use any method that would cover up or contaminate a crack. This means not using Scotchbrite or a similar abrasive, which can contaminate a crack for penetrant inspection.

(5) Use the penetrant manufacturer's cleaner, acetone, or 90-percent or more alcohol solution to do a final surface cleaning preparation step before the fluorescent penetrant inspection.

(6) Perform an inspection of the outboard and inboard wing attach angles using a high sensitivity fluorescent dye penetrant inspection procedure per the penetrant manufacturer's instructions. Pay particular attention to cracks that may be present in the edge of the spot faces closest to the radius of the angle. Also pay attention to any small cracks that may be emanating from the edge of the fasteners in any row of installed fasteners. Choose a commercially available fluorescent inspection method that requires the use of an ultraviolet (black light) in a darkened environment. Do not use dye penetrant, which is read under normal lighting conditions.

(7) Check the wing attachment angle for condition and for security of rivets and bolts.

(8) If no cracks or major defects are found, replace nuts and bolts following directions in paragraphs (11) and (12) of this appendix of this AD, clean angle, and apply a corrosion protectant coating paint (Alodine alone is not acceptable).

(9) On the upper wing, remove the forward and aft five bolts that were previously left in place, and inspect the remaining uninspected portion of the angles following the above procedure.

(10) On the lower wings, repeat the inspection on the bottom two attach angles in the same sequence as on the top angles.

(11) When replacing bolts in angles, use only nuts, bolts, and torque values as specified in "Erection and Maintenance No. AN01-60FFA-2" or "Erection and Maintenance No. AN01-60F-2" as applicable to the aircraft model. Bolts may be reused if upon inspection they are found to be in airworthy condition. Nuts may be reused as long as the nylon-locking feature is functional, and they cannot be turned onto the bolt with fingers. Torque values for \1/4\-inch bolts are 60-65 inch/lb, and for \5/16\-inch bolts are 100-105 inch/lb. These torque values supersede those in the manuals.

(12) To assure that the nuts do not contact the shoulder of the wing attach bolts and cause an under torque condition, assure that no more than two threads are protruding from nut after torquing. If more than two threads are protruding, replace with a bolt of the correct length.

(13) If any cracks are found, replace the angle with a new part. Send all cracked angles to Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712.

[FR Doc. 05-12151 Filed 6-20-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-15

HARTZELL PROPELLER, INC., MCCAULEY PROPELLER SYSTEMS, AND SENSENICH PROPELLER MANUFACTURING COMPANY, INC.
AIRWORTHINESS DIRECTIVE
PROPELLER
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-14-11 Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. Propellers: Amendment 39-14188. Docket No. 2003-NE-53-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 17, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. propeller models last returned to service by Southern California Propeller Service of Inglewood, CA., listed in the following Table 1:

TABLE 1.—APPLICABLE PROPELLER MODELS

Hartzell Propeller, Inc.
()HC–()(2,3,4)Y()–().
()HC–()(2,3,4)(X,V,MV,W,Z,P,R) (F,G,L,K,R,20,30,31)–().
()HA–()–().
HC–B(3,4)(M,P,R,T)(A,N,P)–().
HC–(D,E)(4,5)(A,B,N,P)–().
McCauley Propeller Systems
()2()()3()C()()()–(): All constant speed two-bladed propeller models.
()3()()3()C()()()–(): All constant speed three-bladed propeller models.
1()()()()/(): All metal propeller models.
Sensenich Propeller Manufacturing Company, Inc.
All metal propeller models.

(d) These actions are against propeller models returned to service by Southern California Propeller Service. Southern California Propeller Service is not to be confused with propeller repair stations known as California Propeller or as Propeller Service of California. Southern California Propeller Service was issued Air Agency Certificate number of VXSR617L in 1992, which was revoked in June of 1998.

(e) For Hartzell and McCauley propeller models listed in Table 1 of this AD, any letter or number (or lack of a letter or number) could appear where open parentheses are shown in the model number. Model numbers could show any combination of letters or numbers where the model number shows parentheses with a series of numbers or letters.

(f) For propeller models listed in Table 1 of this AD, that have been overhauled since being returned to service by Southern California Propeller Service by an authorized repair station other than Southern California Propeller Service, no further action is required.

Unsafe Condition

(g) This AD results from the investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by Southern California Propeller Service, of Inglewood, CA. We are issuing this AD to prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(h) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD.

Required Actions

(i) Perform the actions specified in paragraph (j) of this AD on propeller models listed in Table 1 of this AD. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(j) Perform the following actions:
(1) Disassemble,
(2) Clean,
(3) Inspect for the following:
(i) Cracks,
(ii) Corrosion or pits,
(iii) Nicks,
(iv) Scratches,
(v) Blade minimum dimensions,
(vi) Unapproved localized heating of blade,
(vii) Unapproved use of helicoil inserts in actuating pin holes,
(viii) Improperly drilled actuating pin holes,
(ix) Chemical conversion coat or paint or both applied over corrosion,
(x) Lack of chemical conversion coating,
(xi) Lack of paint on internal surfaces,
(xii) Bolts incorrectly torqued,
(xiii) Incorrect parts,
(xiv) Incorrect installation of parts,
(xv) Reinstallation of parts intended for one-time use, and
(xvi) Lack of proper shot peening.
(4) Repair and replace with serviceable parts, as necessary,
(5) Reassemble and test.

Alternative Methods of Compliance

(k) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance (AMOCs) for this AD if requested using the procedures found in 14 CFR 39.19.

Special Flight Permits

(l) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by not allowing any flights with apparent cracks in propellers.

Related Information

(m) Special Airworthiness Information Bulletin No. NE-01-19, dated March 20, 2001, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on July 5, 2005.
Francis A. Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-13740 Filed 7-12-05; 8:45 am]
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BW 2005-15

HARTZELL PROPELLER INC.
AIRWORTHINESS DIRECTIVE
PROPELLER
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-14-12 Hartzell Propeller Inc.: Amendment 39-14189. Docket No. FAA-2005-21735; Directorate Identifier 2005-NE-22-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 29, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller Inc. models HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B3MN-3, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, HC-B4MP-3, HC-B4MP-5, and HC-B5MP-3 propellers installed with propeller mounting bolts, part number (P/N) B-3339. These propellers are installed on, but not limited to, the airplanes listed in the following Table 1:

TABLE 1.—AIRPLANES THAT PROPELLERS ARE INSTALLED ON, BUT NOT LIMITED TO

ADVANCED AERO & STRUCTURES, INC. 450.
AEROCOMMANDER: 680T, 680V, 681, 690, 690A, 690B, 690C, 695, 695A.
AEROSPATIALE (SOCATA): TB–31 (Non U.S. type certificated (TC'd) product).
AIR TRACTOR: AT–300, AT–301, AT–302, AT–400, AT–401, AT–402, AT–402A, AT–402B, AT–501, AT–502, AT–502A, AT–502B, AT–503, AT–503A, AT–602, AT–802.
AMERICAN AVIATION (GRUMMAN): G–164, G–164B, G–164B–15T, G–164B–34T, G–164D.
AYRES: S–2R, S–2R–R1340, S–2R–R3S, S–2R–G1, S–2R–G5, S–2R–G6, S–2R–G10, S–2R–T6, S–2R–T11, S–2R–T15, S–2R–T34, S–2R–T–45, S–2R–T65, S–2RHG–T65.
BAE 137.
BEECH (Raytheon): (D, E)18 (C, S), (T, C)45(G, H, J), and E18S–9700 (with turbine conversions), 100, A100, A100A, B100, 1900C, 200(T), 200C(T), B200(T), B200C(T), 300, 300LW, B300, 65–90, –A90, –A90–1, –A90–2, –A90–4, B90, C90, C90A, E90, F90, H90, 99, 99A, A99, A99A, B99, C99, A36 and A36TC (with turbine conversions), 34C, T34C, T34C–1.

CASA: C–212–CB, C–212–CC, C–212–CF–CF.
CESSNA: 208, 208A, 208B, 402, 421B, 421C, 425, 441, P210N (with turbine conversions).
DE HAVILLAND DH114.
DE HAVILLAND CANADA: DHC–2, DHC–2 MKIII, DHC–3, DH6–1, DHC–6–100, DHC–6–200, DHC–6–300.
DORNIER: 128–6, DO228–100, –101, –200, –201, –202, –212.
DOUGLAS DC–3C (with turbine conversions).
EMBRAER: EMB–110–P1, –P2, EMB–111, EMB–121A1, EMB–312 (Non U.S. TC'd product).
ENAER T–35–TX (Non U.S. TC'd product).
FAIRCHILD AIRCRAFT: SA226–AT, –T, –TB, –TC.
FAIRCHILD-HILLER (PILATUS) AU–23 (Non U.S. TC'd product).
FLUG & FAHRZEUGWERKE AG AS202/32TP (Non U.S. TC'd product).
FUJI KM–2D (T–5) (Non U.S. TC'd product).
GRUMMAN S–2 (with turbine conversions).
GRUMMAN (GULFSTREAM AERO) G73 (with turbine conversions).
GRUMMAN (MCKINNON) G21E, G (with turbine conversions).
HAFEI AVIATION INDUSTRY CO. Y12, Y12IV (Non U.S. TC'd product).
HELIO: HST–550, –550A.
ICA (ROMANIA) IAR–825TP (Non U.S. TC'd product).
ISRAEL AIRCRAFT INDUSTRIES: 101, 101B.
KOREAN AEROSPACE INDUSTRIES KTX–IT (Non U.S. TC'd product).
MAULE: M–7–420, MX (T)–7–420.
MITSUBISHI: MU–2B, MU–2B–10, –15, –20, –25, –26, –30, –35, –36, –40, –60, MU–2B–25A, –26A, –35A, –36A.
NORD 262 (FRAKES), and (NORD) Model 262(A) modified by Supplemental Type Certificate (STC) SA2369SW.
NORMAN AEROPLANE: NA 6, NAC 6–65 (Non U.S. TC'd product).
POLISH AVIATION (MIELEC): M–28, M–28B.
PACIFIC AEROSPACE FU24(A)–950/–954.
PACIFIC AEROSPACE (FLETCHER): FU–24 CRESCO 08–600, FU–24 CRESCO 08–750XL.
PIAGGIO P–166 DL3.
PILATUS: PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, PC–6/C1–H2, PC–7.
PIPER: PA–31P, PA–31T, PA–31T1, PA–31T2, PA–31T3, PA–42, PA–42–720, PA–42—720R.

PROP JETS INC. 400 (Non U.S. TC'd product).
PZL MIELEC: M18, M18A, M18B, M27, PZL–106BT, PZL–130TE.
ROCKWELL OV–10.
SCHWEIZER (GRUMMAN) G–164, G–164A and G–164B (with turbine conversions).
SHORT BROTHERS: SC7 SERIES 3, SD3–30 VARIANT 200, SD3–SHERPA VARIANT 200, SD3–60 VARIANT 200, SD3–60 SHERPA VARIANT 200.
SIAI MARCHETTI (AERMACCHI): F.260C, F.260D, SM–1019, SF600 CANGURO.
VALMET L–90TP (Non U.S. TC'd product).
VULCANAIR (PARTENAVIA): AP68TP–300, AP68TP–600.
WALLAROO 605 (Non U.S. TC'd product).
WEATHERLY 620TP.

Unsafe Condition

(d) This AD results from the discovery during routine propeller installation that a bolt from a certain manufacture lot did not properly absorb the installation torque. This AD also results from the discovery that other bolts of the same part number from a different certain manufacture lot had material surface pitting. We are issuing this AD to prevent propeller mounting bolt failures or improperly secured propellers, which could lead to separation of the propeller from the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Visual Inspections and Torque Checks

(f) Perform initial visual inspection and torque check of all eight mounting flange bolts when P/N B-3339 bolts from LFC manufacturing Lot No. 12 or Lot No. 56 are present, within 50 hours time-in-service (TIS) or 12 months after the effective date of the AD, whichever occurs first. For the location of bolt identification marks, see Figure 1 of Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. HC-ASB-61-279, Revision 2, dated May 6, 2005.

(g) Thereafter, for all airplanes except Aerospatiale (Nord) Model 262(A) airplanes modified by STC SA2369SW, perform repetitive torque checks on all eight mounting flange bolts when P/N B-3339 bolts from LFC Manufacturing Lot No. 12 or Lot No. 56 are present, within 120 hours TIS since-last-inspection.

(h) Thereafter, for Aerospatiale (Nord) Model 262(A) airplanes modified by STC SA2369SW, perform repetitive torque checks on all eight mounting flange bolts when P/N B-3339 bolts from LFC Manufacturing Lot No. 12 or Lot No. 56 are present, within 100 hours TIS since-last-inspection.

(i) If any bolt fails the torque check, replace all eight bolts with P/N B-3339 bolts that are not from LFC Manufacturing Lot No. 12 or Lot No. 56, or with FAA-approved equivalent part number bolts.

(j) Perform the actions specified in paragraphs (f), (g), (h), and (i) of this AD, using paragraphs 3.A through 3.B.(5) of the Accomplishment Instructions of Hartzell Propeller Inc. ASB No. HC-ASB-61-279, Revision 2, dated May 6, 2005.

Mandatory Terminating Action

(k) As mandatory terminating action to the repetitive visual inspections and torque checks required by this AD, replace all P/N B-3339, LFC Manufacturing Lot No. 12 and Lot No. 56 bolts with P/N B-3339 bolts that are not from LFC Manufacturing Lot No. 12 or Lot No. 56, or with FAA-approved equivalent part number bolts, within 12 months after the effective date of this AD. Use paragraph 3.C of Accomplishment Instructions of Hartzell Propeller Inc. ASB No. HC-ASB-61-279, Revision 2, dated May 6, 2005, to do the bolt replacement.

Alternative Methods of Compliance

(l) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(m) AD 2004-21-01, Amendment 39-13822 (69 FR 60952) also pertains to the subject of this AD.

Material Incorporated by Reference

(n) You must use Hartzell Propeller Inc. Alert Service Bulletin No. HC-ASB-61-279, and Alert Service Bulletin Appendix No. HC-ASBA-61-279, Revision 2, dated May 6, 2005, to perform the initial and repetitive visual inspections, torque checks, and bolt replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information.

You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at http://dms.dot.gov, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Burlington, Massachusetts, on July 6, 2005.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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